

# **TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM**

Draft Program Guidelines  
January 2016

# Agenda

- ▶ Overview of the Program
- ▶ Recent Statutory Changes with SB 9
- ▶ Changes in the Draft Guidelines for the 2016 Program
- ▶ Discussion and Q&A

# Funding

- ▶ Existing continuous appropriation
  - ▶ Approximately **\$440 million** through 2017–18  
(this is based on 10% of Cap and Trade auction proceeds)
- ▶ Additional funding proposed as part of the Administration's transportation funding plan
  - ▶ **\$800 million** from appropriations in 2016–17 and 2017–18
  - ▶ Approximately **\$90 million** from loan repayments to the Public Transportation Account

# Objectives

Modernize California's transit systems to:

1. Reduce greenhouse gas emissions;
2. Expand and improve transit service to increase ridership;
3. Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system; and
4. Improve transit safety



# Eligible Applicants

- ▶ Public agencies including JPAs that operate or have planning responsibility for existing or planned regularly scheduled transit service:
  - ▶ Intercity rail & associated feeder bus service
  - ▶ Commuter rail service
  - ▶ Commuter bus service
  - ▶ Bus, ferry or rail transit service (including vanpool services sponsored by public agencies)

# Eligible Projects

- ▶ Must demonstrate GHG reduction
- ▶ Include *but are not limited to*:
  1. Rail capital projects
  2. Intercity, commuter & urban rail projects that:
    - ▶ Increase service levels
    - ▶ Improve reliability
    - ▶ Decrease travel times
  3. Rail, bus and ferry integration implementation
  4. Bus Rapid Transit, Bus and Ferry transit investments (including vanpool) to increase ridership, including implementation of transit effectiveness studies

# Evaluation Criteria

- ▶ Primary criteria
  1. Reduce GHG emissions
  2. Increase ridership
  3. Integration with other operators
  4. Improve safety

# Evaluation Criteria

## ► Secondary criteria

### 1. Support other co-benefits including:

- A. Reducing VMT and auto trips
- B. Promoting housing & employment near rail or transit
- C. Increasing attractiveness of location for additional jobs and housing
- D. Expanding rail and transit systems
- E. Enhancing connectivity, integration and coordination
- F. Implementing clean vehicle technology
- G. Promoting active transportation
- H. Improving public health
- I. Air quality impacts other than GHG emissions reductions



# Evaluation Criteria

- ▶ Secondary criteria continued:
  - 2. Benefit to disadvantaged communities
  - 3. Priorities developed through collaboration of rail operators
  - 4. Geographic equity
  - 5. Consistency with:
    - Sustainable communities strategy
    - Regional plan to reduce GHG emissions
  - 6. Supplemental funding from non-state sources
  - 7. Integration across other modes
  - 8. Quality of financial plan to support service expansion

# Project Selection

- ▶ Evaluation criteria
- ▶ Risks:
  - ▶ GHG emission reduction benefits
  - ▶ Cost, scope and schedule
- ▶ Factors to be considered include:
  1. Need and benefit
  2. Readiness and schedule:
    - A. Environmental status
    - B. Agreements with key partners
    - C. Future non-committed investments
  3. Leveraging funding from other GHG reduction programs
  4. Leveraging other funding, especially discretionary



# 2015 Selected Projects

Applicant	Project	Amount Recommended	Match Funding	Total Project Cost
Antelope Valley Transit Authority	Regional Transit Interconnectivity & Environmental Sustainability Project	\$ 24,403,000	\$ 14,891,051	\$ 39,294,051
Capitol Corridor Joint Powers Authority	Travel Time Reduction Project	\$ 4,620,000	\$ 800,700	\$ 5,420,700
Los Angeles MTA (Metro)	Willowbrook/Rosa Parks Station & Blue Line Light Rail Operational Improvements Project	\$ 38,494,000	\$ 108,166,494	\$ 146,660,494
LOSSAN Rail Corridor Agency	Pacific Surfliner Transit Transfer Program	\$ 1,675,000	\$ 200,000	\$ 1,875,000
Monterey-Salinas Transit	Monterey Bay Operations & Maintenance Facility/Salinas Transit Service Project	\$ 10,000,000	\$ 10,260,000	\$ 20,260,000
Orange County Transportation Authority	Bravo! Route 560 Rapid Buses	\$ 2,320,000	\$ 580,000	\$ 2,900,000
Sacramento Regional Transit	Sacramento Regional Transit's Refurbishment of 7 Light Rail Vehicles Project	\$ 6,427,000	\$ 1,607,000	\$ 8,034,000
San Diego Association of Governments	South Bay Bus Rapid Transit Project*	\$ 4,000,000	\$ 108,000,000	\$ 112,000,000
San Diego MTS	San Diego Metropolitan Transit System Trolley Capacity Improvements Project	\$ 31,936,000	\$ 11,200,000	\$ 43,136,000
San Francisco MTA (MUNI)	Expanding the SFMTA Light Rail Vehicle Fleet Project	\$ 41,181,000	\$ 162,470,000	\$ 203,651,000
San Joaquin Regional Rail Commission	Altamont Corridor Express Wayside Power	\$ 200,000	\$ -	\$ 200,000
San Joaquin RTD	MLK Corridor and Crosstown Miner Corridor Project	\$ 6,841,000	\$ 12,277,776	\$ 19,118,776
SCRRA (Metrolink)	Purchase of 9 Fuel-Efficient Tier IV Locomotives Project	\$ 41,181,000	\$ 16,869,000	\$ 58,050,000
Sonoma-Marín Area Rail Transit District	SMART Rail Car Capacity Project	\$ 11,000,000	\$ 46,400,000	\$ 57,400,000
		<b>\$ 224,278,000</b>	<b>\$ 493,722,021</b>	<b>\$ 718,000,021</b>

\*Also recommended for \$7 million from Strategic Growth Council's Affordable Housing and Sustainable Communities program (reflected in match)



# Senate Bill 9 Changes

- ▶ Specifies funding of “transformative capital improvements”
  - Significantly reduce VMT, congestion, & GHG emissions by
    - Creating a new transit system,
    - Increasing the capacity of an existing transit system, or
    - Significantly increasing the ridership of a transit system



# Senate Bill 9 Changes

- ▶ Confirms eligibility of bus & ferry transit
- ▶ Requires the approval of a multi-year program of projects
- ▶ Eligible project expand to include:
  - Infrastructure access payments to host railroads



# Senate Bill 9 Changes

## ► Project evaluation:

- Extent to which a project reduces GHG emissions
- Adds to the list of cobenefits of projects that support an SCS:
  - Enhancing the connectivity, integration, and coordination of the state's various transit systems
- Supplemental funding from non-state sources
- Increase in transit ridership



# Senate Bill 9 Changes

- ▶ An applicant may submit an application to fund a project over multiple fiscal years
- ▶ By July 1, 2018 approve a 5 year program of projects
- ▶ A grantee may apply to the CTC for a letter of no prejudice to allow the agency to expend its own money in advance of an allocation



# Major Changes in this Draft

- ▶ Conforming amendments for SB 9
- ▶ Pre-application optional meeting with CalSTA in February
- ▶ Significant new detail on evaluation process
- ▶ Suggested new funding options such as smart phone mobile ticketing, rail infrastructure access payments, and transit effectiveness studies (with implementation investments)
- ▶ Encouragement to coordinate with other greenhouse gas reduction programs





# Key Schedule Milestones - Draft

- ▶ **Dec 18: Draft Guidelines Released**
- ▶ **Jan 19–21: Workshops**
- ▶ **Jan 22: Guidelines comments deadline**
- ▶ **Jan 26: Quantification comments deadline**
- ▶ **Feb 4–5: Final Guidelines, Call for projects**
- ▶ **Feb 22–26: CalSTA Meeting Opportunity**
- ▶ **April 5: Applications due**
- ▶ **August 1: Publish list of approved projects**



# Pre-Application Meeting Opportunities

## February 22-26

- ▶ Locations:
  - Feb 22 – Sacramento – Caltrans District 3
  - Feb 23 – Oakland – Caltrans District 4
  - Feb 24 – Los Angeles – Caltrans District 7
  - Feb 25 – San Diego – Caltrans District 11
  - Feb 26 – Fresno – Caltrans District 6
- ▶ Request a meeting by emailing the program at [tircpcomments@dot.ca.gov](mailto:tircpcomments@dot.ca.gov)
- ▶ Additional detail will be provided in the call for projects



# Discussion / Q&A

